

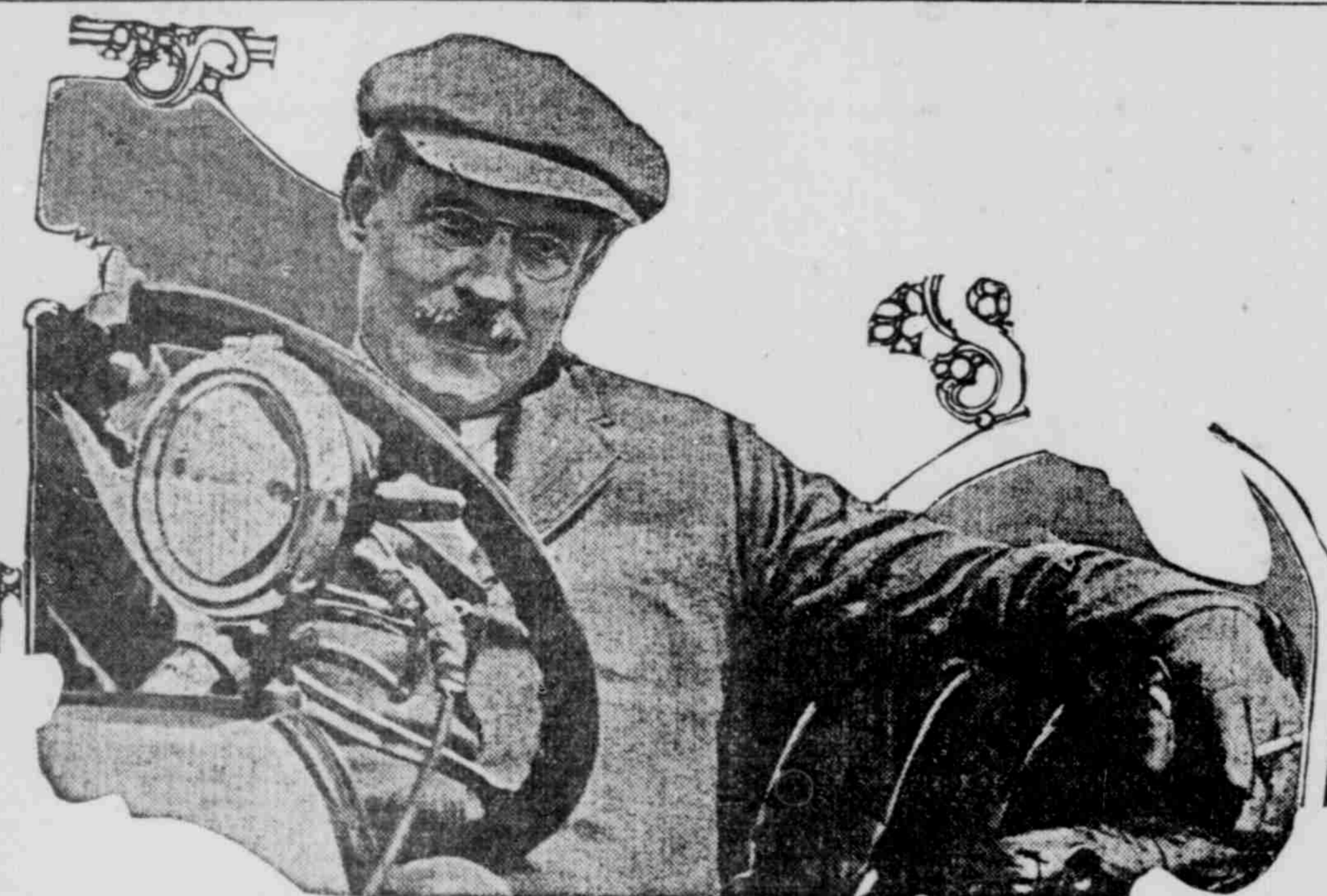
America's Most Beautiful Girl to Wed Englishman



MISS ELIZABETH VALLE.

Miss Elizabeth Valle, called the most beautiful girl in all America, by Mrs. William K. Vanderbilt, has not informed her friends as to just what sort of a function will be given incident to her wedding to James Hope Nelson, the son of an English baronet. The wedding is scheduled to take place on October 1, a fact that has caused more than one broken heart among the beauty's American suitors.

JEROME AND HIS GAMBLING MACHINE



WILLIAM TRAVERS JEROME.

William Travers Jerome, head of the legal forces that are endeavoring to cause Harry Thaw's deportation from Canada, photographed at Coaticook shortly before he was arrested for playing "penny ante" in the automobile in which he is shown sitting.

HIGH FINANCE IS CAUSE OF DEATHS ON NEW HAVEN

BY GILSON GARDNER.

WASHINGTON, Sept. 10.—The Interstate Commerce commission records and investigations amply demonstrate the fact that "high finance" alone is responsible for the long list of dead and wounded in the series of wrecks on the New Haven road in the past two years.

After the disastrous wreck at Stamford, Conn., on June 12, 1913, the commission in its report said: "Modern steel equipment for high speed passenger trains should be installed at the earliest possible time, as recommended in previous reports of this commission, and legislation fixing such a time should be enacted without delay." At that time the report of the mechanical superintendent of the road, Mr. Wildin, to the commission showed that of the 2,288 cars com-

prising the passenger equipment of the road, only 21 were of steel construction, while 2,257 were wood. Of the 236 Pullman cars, only 24 were of all-steel construction, while 57 had steel underframes, and 155 were of all wood construction. This deplorable condition of equipment is explained by one fact. The New Haven road has been systematically milked for the benefit of high financiers until its financial condition is such that it is forced to pay dividends out of capital instead of earnings. It can't provide decent and safe equipment because it has been looted.

In the year 1904, the total capitalization and funded indebtedness of this road was \$114,491,000. By 1911, it had increased to \$390,552,200. In 1904 the earnings of the New Haven were \$48,232,909, and in 1911 they were \$62,153,435. In other words, the capitalization of the road had increased 244 percent, while the revenue was increased but 20 percent. Interest charges were 243 percent larger, while the money with which to pay them was only 36 percent larger. These figures were compiled from official reports and presented by Charles Edward Russell, the railroad expert, in his recent series of articles in Pearson's magazine, showing the physical and financial bankruptcy of the American railroads.

Brandes Comment. In December, 1907, Louis D. Brandes, commenting on his analysis of

the New Haven's financial condition, said: "Last year's reported gain on profit and loss transactions was merely a bookkeeping device. In the aggregate \$10,095,605.01 expended to make good equipment depreciation which should have been charged to operating

How to Absorb an Unlovely Complexion

(Phyllis Moore in Town Talk.) The face which is admired for its beauty must have a satin-smooth skin, pink and white and youthful looking. The only thing I know of that can make such a complexion out of an aged, faded or discolored one—I mean a natural, not a painted, complexion—is ordinary mercurized wax. This remarkable substance literally absorbs the unsightly cuticle, a little each day, the clear, healthy, girlish skin beneath gradually peeping out until within a week or so it is wholly in evidence. Of course such blemishes as freckles, moth patches, liver spots, blotches and pimples are discarded with the old skin. If you will procure an ounce of mercurized wax at the drug store, use the cold cream every night, washing this off mornings, you'll find it a veritable wonder-worker. Another valuable natural treatment is a wash lotion to remove wrinkles which can be easily prepared. Dissolve 1 oz. powdered sassafras in 1/2 pt. witch hazel. Bathe the face in this and you'll find it works like magic.—Advertisement.

BROWN BOTTLE BLUFF PUNCTURED

Chicago, November 12, 1912.

To our Clients:— Please take note that we have recently given our opinion to one of our clients as to the relative merits of the white and brown bottle for beer, as follows: "Referring to your recent request for our opinion on the relative merits of the brown and the light bottle for beer, we wish to say that the ONLY advantage of the brown bottle over the light bottle consists in the protection of the beer from light. BEERS ARE NOT OF SUCH QUALITY AS TO BE IMMUNE TO LIGHT WHERE BEERS ARE NOT OF SUCH A HIGH DEGREE OF STABILITY, so that they are practically immune to such influences as prolonged chilling and prolonged storage at summer temperature, they also become less sensitive to the influence of light, so that with the usual precautions no bad effect need be feared. "FOR SUCH BEERS THE LIGHT BOTTLE IS PREFERABLY EMPLOYED because it can more readily be inspected before filling to insure thorough cleanliness, and because the finished package meets the requirements of the consumer as to color, clarity and freedom from sedimentation." "Yours very truly, "WAHL-HENIUS INSTITUTE OF FERMENTOLOGY"

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On sale at leading Buffets, on Dining Cars and Steamship Lines.

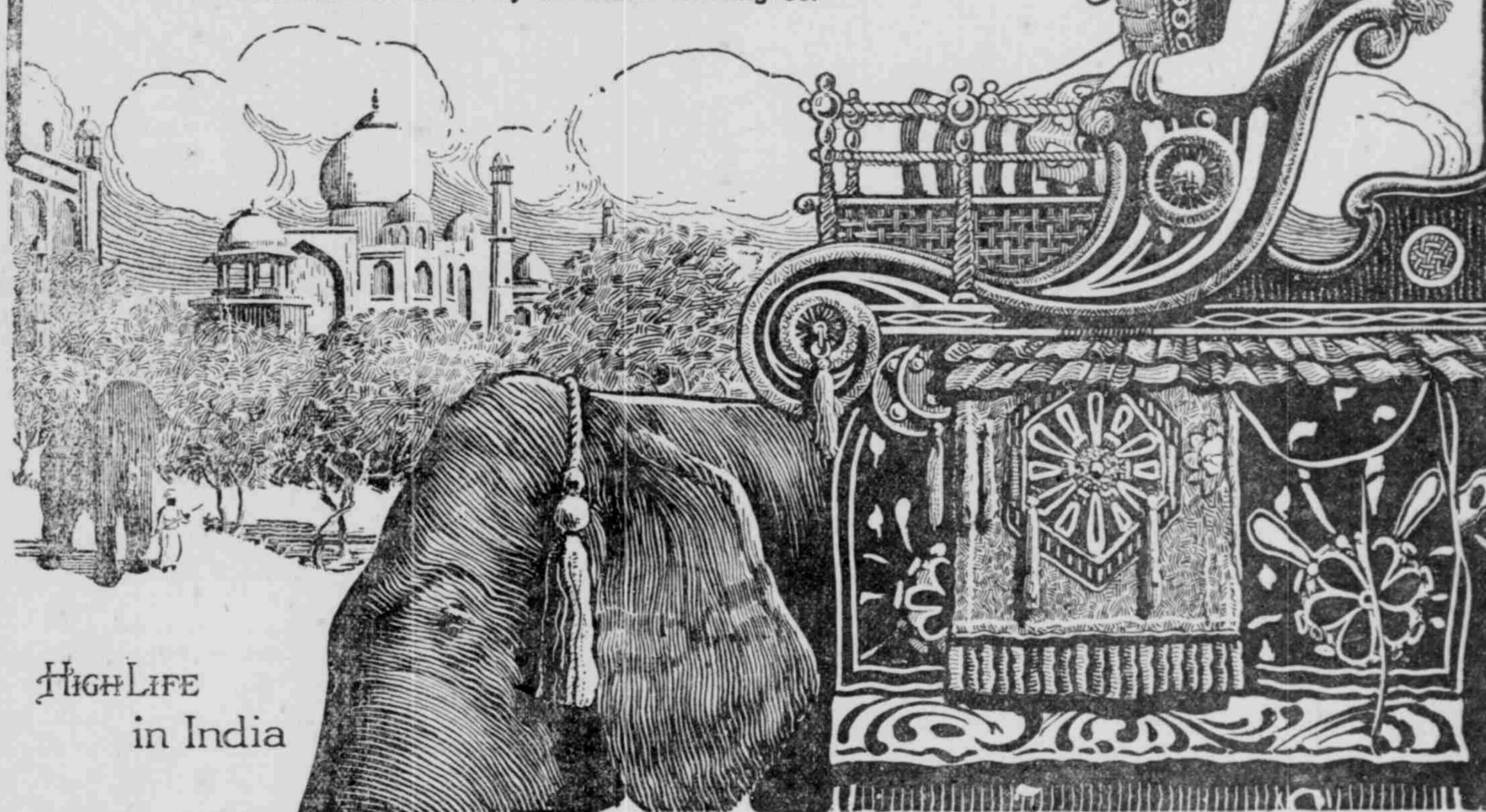
You don't know the taste of good beer unless you've tried HIGH LIFE in light bottles—the finest tasting beer ever produced.

The very next time you order bottled beer do not merely say "Give me a bottle of beer." Make your demand clear and concise. Use these words—"Give me HIGH LIFE in the Light Bottle"—and insist on getting it.

We are educating consumers to use this high grade beer in light bottles—and to distinguish common beer in dark bottles.

Convince yourself—order a case today

Brewed in Milwaukee by the Miller Brewing Co.



HIGH LIFE in India

expenses was charged to profit and loss and was paid out of premiums received from sales of stocks and bonds. Last year, if the company's customary charge for maintenance had been made, the net income from all sources would have fallen by \$1,171,550.82 to provide a sum sufficient to pay the eight percent dividend."

Commenting on this statement by Brandes, Russell says: "That they might pay the dividends on this enormously swollen capitalization they had cut the normal expenditures for physical maintenance. With this curtailment expenditure for maintenance they could not possibly keep the roadbed, equipment and service in such condition as to insure the safety of passengers. The wrecks followed."

Congressional action making compulsory the equipment of all roads with all-steel cars is probable. But no action that congress can take can turn a loss into a profit. Congress so long as it recognizes the legal right of the New Haven or any other road to earn dividends on false and fraudulent capitalization, cannot by law increase the earning power of the New Haven sufficient to pay such interest charges and at the same time keep the road in proper physical condition. The truth is the American public is facing a crisis in the matter of railroad ownership, and only two things are possible.

Other Governments Own Roads. Either the roads must be permitted to increase freight and passenger rates high enough to earn a profit on their watered stocks and bonds, or the whole system must be changed and the railroads taken over into public ownership. As a matter of fact, the United States is one of the three principal countries of the world to retain privately-owned system of railroads. Germany, Austria-Hungary, Italy, Switzerland, France, Denmark, Bulgaria, Russia, Australia and New Zealand all have government owned and operated roads, with no watered capitalization, no financial jugglery, and a very much smaller number of wrecks and a lower loss of life. The death rate on American railroads is the highest in the world.

The Interstate Commerce commission closed its report on the previous big wreck on the New Haven—that at Stamford, Conn.—with these words: "Establishment of safer and more efficient operation of this railroad is immediately necessary if congressional legislation extending the scope of governmental regulation of railroads is not called for and justified in the interest of public safety."

It is probable that the growing demand for governmental operation of railroads will be increased by this latest lesson in death and injuries resulting from private management for private profit.

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A NEW FALL MODEL. Ladies' Coat. This model is cut on long waisted lines, with Russian back, lengthened by poplin portions. The fronts are shaped in cutaway style, and the closing is high at the neck edge below a broad rolling collar. The pattern is suitable for tuxedo, cheviot, broadcloth, plush, velvet, silk or satin. It is cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. It requires four and three-quarters yards of 44-inch material for a 36-inch size. A pattern of this illustration mailed to any address on receipt of 10 cents in silver or stamps.



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